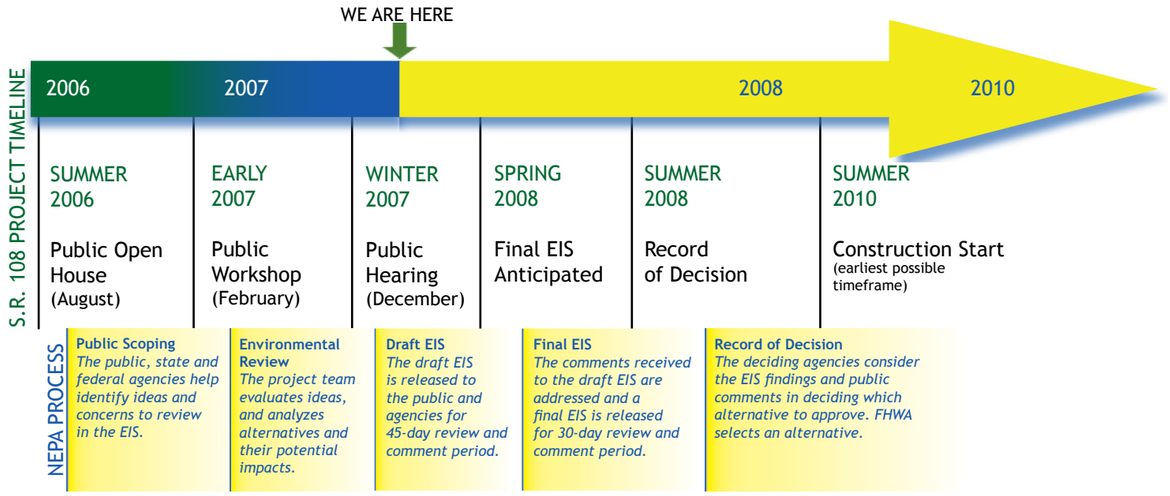
S.R. 108 Draft Environmental Impact Statement

PROJECT SCHEDULE

The S.R. 108 environmental study must meet the requirements of the National Environmental Policy Act (NEPA). NEPA requires that potential impacts to the natural and human environments are evaluated prior to making a project decision.

Below is an overview of the S.R. 108 project timeline and how it coincides with the NEPA process.



DRAFT EIS PUBLIC HEARING OPEN HOUSE: December 5, 2007
Stop by anytime between 5 and 7 p.m. at the Syracuse Elementary School,
1503 South 2000 West, Syracuse.

S.R. 108 Project Team
The Langdon Group, Inc.
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UDOT CONNECTING COMMUNITIES

S.R. 108 Draft Environmental Impact Statement

November 2007 • Newsletter 3

PROJECT TEAM

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COMMENTS & INFORMATION

Comments are always welcome and can be sent to:

S.R. 108 STUDY TEAM
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Salt Lake City, UT 84119

Electronic forms and e-mail links are available online
www.udot.utah.gov/sr108study

For more information, contact:
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Please call in advance for ADA accommodations

The project team will respond to all comments received on the Draft EIS and include them in the Final EIS. *Comments must be received by January 7, 2008 to be considered in the Final EIS.*

RELEASED FOR PUBLIC REVIEW

S.R. 108 DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS PUBLIC HEARING OPEN HOUSE

December 5, 2007 • 5-7 p.m.
Syracuse Elementary School • 1503 South 2000 West • Syracuse

The Utah Department of Transportation (UDOT), in cooperation with the Federal Highway Administration (FHWA), recently released the Draft Environmental Impact Statement (EIS) for S.R. 108, from 1700 South (Antelope Drive) in Syracuse to 1900 West in West Haven.

UDOT and FHWA initiated the environmental study in the summer of 2006 to examine how proposed improvements to the corridor would impact the natural and human environments. The purpose for improving S.R. 108 is to:

- Reduce roadway congestion on S.R. 108
- Eliminate the roadway deficiencies associated with a lack of shoulders and turn lanes in order to reduce the accident rate on S.R. 108
- Enhance opportunities for improved bicycle, pedestrian and transit facilities, consistent with local and regional land use and transportation plans

Improvements are needed because the current roadway capacity does not accommodate existing demand or projected traffic growth. In addition, not all areas along the corridor have bicycle lanes or sidewalks, and the existing roadway design does not meet current design standards.

In an attempt to accommodate the projected capacity needs through 2035, multiple alternatives were considered, including a "no-build" option; improving transit service; improving other area roads; and widening to three, five or seven lanes.

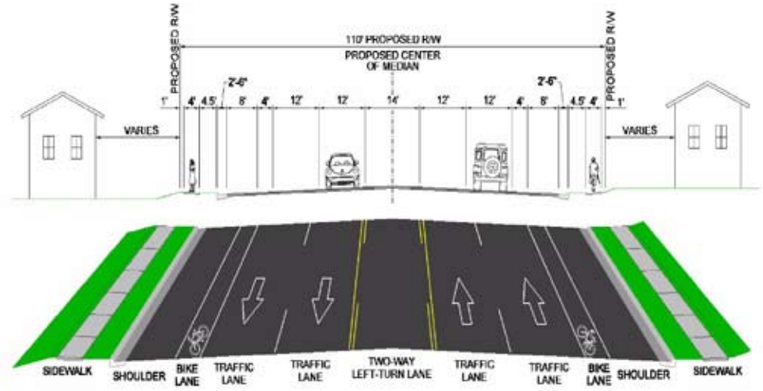
Most of these alternatives did not meet the long-range needs of S.R. 108; however, one option - widening to five lanes - would meet the long-range needs of the corridor, while minimizing impacts to nearby neighborhoods.

Once the five-lane widening option was identified, two construction alignments were considered: (1) widening S.R. 108 to the west throughout most of the corridor, and (2) widening S.R. 108 to either side at various locations in order to avoid historic [Section 4(f)] properties.

The project team worked closely with the public and regulatory agencies in selecting these alternatives for consideration. The second option, referred to as the "Minimize 4(f) Impacts Alignment," has been identified as the preferred alternative.

TRAFFIC ALTERNATIVES CONSIDERED

A detailed traffic study found that widening S.R. 108 to five or seven lanes would accommodate existing traffic and traffic growth through 2035. The five-lane alternative was identified as the best option for meeting transportation needs with the fewest impacts to adjacent neighborhoods.



Shown is a cross-section of a typical five-lane roadway with a two-way left turn lane in the median. Some sections of S.R. 108 would include this striped turn lane, while other areas could have a raised center median with left turn pockets. Striped turn lanes would be located in areas where access is a priority (residential driveways, for instance); raised medians could be located in areas where traffic flow is a higher priority.

POTENTIAL IMPACTS OF ALTERNATIVES

For the five-lane option, multiple alignments were developed. Two alignments were carried forward for more detailed analysis:

West Alignment: Because of the possible impacts to private properties, the West Alignment was developed in an attempt to reduce the number of relocations to residents and businesses along one entire side of the corridor. This alternative has fewer overall private property impacts.

Minimize 4(f) Impacts Alignment: Section 4(f) of the Department of Transportation Act of 1966 requires special consideration of properties eligible for listing on the National Register of Historic Places. This alignment would widen S.R. 108 to each side at various locations to avoid eligible 4(f) properties along the corridor. This alternative has the least impact to 4(f) properties and has been identified as the preferred alternative in the Draft Environmental Impact Statement.

Potential Impacts	No-Build	Minimize 4(f) Impacts Alignment	West Alignment
Meets travel demand through 2035	Fails to meet demand	Meets demands	Meets demands
Adds shoulders, bicycle, pedestrian and transit facilities	No	Yes	Yes
Residential relocations	0	60	107
Potential residential relocations	0	41	50
Strip takes (acquiring a strip of land for right-of-way)	0	234	152
Adverse impacts to 4(f) historic properties	0	14	22

RIGHT-OF-WAY AND PROPERTY OWNERS

The EIS can help property owners prepare for possible impacts from the project. Before UDOT staff can make final determinations about how much right-of-way is needed, additional roadway design must be completed. The earliest that UDOT staff would begin working with property owners regarding acquisitions would be sometime in late 2009 or early 2010.

UDOT right-of-way agents will be at the public open house to answer questions about the right-of-way acquisition process. They can provide general information about the appraisal process, what to expect if your property is impacted, and what property owners' rights are.

SYRACUSE SCHOOL GETS INVOLVED

Our project team worked with Syracuse Elementary School to survey students and parents to better understand student crossing behaviors on S.R. 108.

Respondents provided valuable information that was helpful in identifying design solutions near schools.

- 53% of students who walk to Syracuse Elementary School cross S.R. 108
- More than half of the respondents indicated crossing at 1700 South (27%) or near the south end of the school (29%)
- 19% of respondents noted that they would allow their student to walk if adequate sidewalks or bike trails were available
- 4% of respondents indicate the student is bussed to school
- 25% are driven to school
- A total of 800 surveys were distributed; 289 (36%) were returned

SAMPLE CORRIDOR IMPROVEMENTS

Planned Improvement	Benefit
Widen roadway to five lanes	Allows for two lanes in each direction, and a center turn lane where appropriate, along the entire length of the corridor; improves mobility and traffic flow, and adds capacity to meet future travel demand; also accommodates transit
Center turn lanes, center medians with left-turn pockets	Improves safety for motorists making left turns to and from S.R. 108
Widened and/or new shoulders	Increases motorist access and provides space for emergency vehicles to maneuver; brings roadway up to current design standards
Sidewalks	Adds sidewalks along the length of the corridor; increases pedestrian safety, notably in school zones
Bike lanes	Dedicated bike lanes improve cyclist safety and increase opportunities for multi-modal transportation use of the corridor
Add pedestrian crossings	Designated, signalized crossings make it safer for bike and pedestrian traffic to cross, especially at peak traffic times
Intersection improvements	Turn signals and dedicated turn lanes will improve traffic flow and minimize congestion at intersections

PROJECT FUNDING & OTHER AREA PROJECTS

Inclusion of the project in the Statewide Transportation Improvement Program (STIP), as well as right-of-way acquisition and construction, are contingent upon Federal Highway Administration (FHWA) approval of the final environmental document, which is estimated to occur in summer 2008.

Depending on if or how much funding is approved, there are further steps to design the roadway and acquire right-of-way before the project can go to construction.

Three other projects to improve traffic in the area are in design or under construction:

1. A locally-funded, interim project to widen S.R. 108 within Clinton is currently under construction. The improvements are being built while the S.R. 108 EIS alternatives are under review, and while UDOT looks for additional construction funding.
2. A project to widen Antelope Drive between 1000 West and 2000 West is scheduled to begin construction in 2009.
3. The Hinckley Drive Extension will extend 31st Street (S.R. 79) from 1900 West and connect to Midland Drive near its intersection with 3600 South. The project is in the design phase.